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HONGKONG HOTEL

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Hongkong, 20th April, 1911.

J. B. TAGGART,
Manager. [25]

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QUEEN'S ROAD CENTRAL. TEL. ADDRESS "COMFORT"

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Electric Light and Fans Throughout; Large Comfortable Lounges; Private
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AT SHORT NOTICE. CUISINE ENTIRELY UNDER EUROPEAN
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F. REICHMANN,
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Reasonable Rates.

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H. HAYNES,

Manager.

Hongkong, 1st Aug., 1912. [65]

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The Peak,

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GOOD SERVICE. RATES
6 YEN AND UP.Unfurnished hotel porter meets all
trains and steamers. Luggage are
ranged for without any trouble to
guests.

Hongkong, 1st Feb., 1912. [132]

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AND CHINESE

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WILL BE SUPPLIED

By the

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of the

The Old Skating Rink

Notices

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that we can now manufacture on our premises
the new Kryptok Invisible bifocal Lens.

The old style of cement bifocals with their
disfiguring and annoying dividing line has
been supplanted by a new lens with two foci,
the upper portion of the glass for distance and
the lower for reading, ground from one single
piece of glass.

You who wear two pairs of glasses may
now use one pair instead. No one can tell
that you wear bifocals. No cement to blister;
no thin segments to lose off.

Call and inspect this line. We grind
Kryptoks in regular or toric form.

WE LEAD, OTHERS FOLLOW.



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Sunshades in All Colours. Long Silk Gloves. Long Lisle
Gloves. Also a Nice Assortment of Summer Materials. Voiles,
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We are the BEST Jewellers and also have the BEST
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Large Consignment Best Turkish Cigarettes,

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In Tins of 100, 50 and 20.

Cork Tipped, Gold Tipped and Plain.

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OF

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CANADA.



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ESTABLISHED 1864.

OUR CONTEMPORARIES.

South China Morning Post.

Empire Day.

The world has long way to go
before peace and goodwill be-
come the laws of life and all men
are brothers in a Society in which
a man's rank is determined by
his service, and the honour paid
him is the measure of his un-
selfish integrity! It is the rare
distinction of the British Empire
that its tremendous fighting power
is on the side of peace. The same
can be said of its vast trading pow-
er. The noblest of all our visions of
future greatness for our race and
Empire is to cherish those high
sentiments of truth, justice, and
freedom which are characteristic
of the British people in all parts
of the Empire. The strengthening
of the tie which binds us is one
of the grandest things which can
be conceived. We all think
imperialism—yet we must never
forget that it is by our actions we
are judged, and that the mighty
legacy of our forefathers imposes a
trust, the betrayal of which would
bring about a world tragedy.
That such a day is as remote as
the poles is shown by the earnest
desire of the Dominions overseas
to participate fully in the great
scheme of Empire maintenance
and defence. There is not a
British heart outside the Mother-
land which does not beat in per-
fect unison with that of the most
patriotic citizen at Home.

China Mail.

Fall of the American Saxon.

Is President Wilson to be the
last of the Anglo-Saxons to sit in
the seat of Washington? Is he,
at least, the first of a final Saxon
group to be succeeded by Celtic,
Teutonic, and Scandinavian pre-
sidents—perhaps even by Latins
and Slavs? "American Medicine"
(New York) declares in a leading
article that the old American
stock is becoming decadent, "more
interested in genealogical research
than in the welfare of posterity";
that they are all "sons of some-
thing or other," and are leaving
the burden of government to the
new stocks of which the time and
sine of the nation is now largely
coming to be made up. If Gov-
ernor Johnson of Minnesota had
lived, the writer thinks, he would
have been our first Scandinavian
president, but by no means our
last.

Daily Press.

Empire Day.

The "Empire Movement" is a
strictly "Non-Party, Non-Secta-
rian, Non-Aggressive, Non-
Racial" effort to awaken the
peoples who constitute the British
Empire to the duties which lie at
their door. In the words of Lord
Mearns, "it specially aims at the
training of the rising generation
in all those virtues which tend to
make them worthy citizens of the
Empire, with a full knowledge
and appreciation of the duties and
responsibilities which will shortly
fall upon them, for the righteous
governance of the 400 millions
of peoples who are to be found
within its confines." The watch-
words of the movement are,
"Responsibility, Duty, Sympathy,
Self-Sacrifice," and by means of
addresses in schools and in
Churches, delivered more especi-
ally to the rising generation, it is
sought to engrave these watch-
words on the hearts of British
subjects throughout the world.
The bonds of union between the
Colonies and the Motherland are
being continually strengthened
by a variety of means.
Twenty years ago, and even
less, it was not an uncommon
thing to hear the Colonies de-
scribed as a burden, and their
separation from England contem-
plated with indifference. But
nothing of the kind is to be heard
from politicians of any party in
the Twentieth Century. Public
opinion has been educated re-
garding the great political
potentialities of the Colonies, and
in place of the old-time indif-
ference there has grown up a strong
desire to create and foster the
natural links of affinity between
Great Britain and her distant
provinces.

For a good Solid meal a la
Carte or Table d'Hôte with
Wines & Liquors of the Best
ALEXANDRA CAFE.

SHORT STORY.

MY GREATEST EXPERIENCE AS A GIRL.

MY FRIEND'S HUSBAND.

How I Lost and Won in the Friendship Triangle.

At twenty-four I started business in a middle-sized Ohio city—a business of an artistic nature requiring ingenuity, taste and imagination, as well as commercial ability. Naturally I met all kinds of people, among them the best and most cultured in the city. Two of these, Mr. and Mrs. Linton, took me to their hearts at once, and I reciprocated their liking. They were the most interesting people I had ever met, cordial, spontaneous, free from foolish narrowness, but thoroughly wholesome. Mrs. Linton was a fine musician, a talented reader and very popular socially. Mr. Linton was engrossed in his work which happened to be allied to mine, but was also popular socially, for he was entrancing company when he was in the mood.

As it was the first time I had ever tried to earn my own living I had, of course, a world of things to learn, and naturally, when difficulties arose I turned to Mr. Linton for advice. He straightened out things with such ease and did it with such zest that I always took fresh courage and found renewed pleasure in my work. His mind was very quick, his imagination the sort that gave delightful colour to everything it touched, and he had a humour which kept one's feet on the earth even while one's head was in the clouds.

It soon became a settled custom for me to drop in on Friday evening for dinner. At these times we had the jolliest of visits, and as my friends happened to be much interested in my work, I told incidents that had happened during the week, and outlined my plans for the next venture. Mrs. Linton was genuinely interested; but, of course, it was Mr. Linton, with his thorough knowledge, quick insight and gifted imagination, who planned with me my next piece of work. Often there was other company after dinner—a pianist who came to practice with Mrs. Linton, or a tenor for whom she played accompaniments from the club—and frequently she would order Mr. Linton and me to the library across the hall "where," she said, "you can talk shop without disturbing divine harmonies."

But my intercourse with the Lintons was not confined to Friday evenings. They both loved the outdoors and were particularly fond of walks in the woods which lay two miles from the city. Often they asked me to accompany them on these tramps, and we felt all the unaffected joy of children in our jaunts through the woods. Occasionally, also, when an unusual difficulty in my work arose, I went with it to Mr. Linton's office or he came to mine; but this did not occur often. And not all the visits were confined to the three of us or to Mr. Linton and me, not nearly all. Mrs. Linton and I loved each other warmly and had many delightful visits all to ourselves. In every way this three-cornered friendship grew so naturally, so spontaneously, that not one of us ever gave a thought to anything except the pleasure of our comradeship.

Then suddenly I began to notice things again. I noticed that when Mr. Linton and I looked at a picture together we stood close enough for our shoulders to touch; some times when we bent over a plan my hair brushed his shoulder; sometimes pointing out this and that on the plan, our hands touched; and again when our eyes met in mutual understanding, sometimes the look was prolonged the fraction of a second. At these times I came to notice a little quickening of the heart beat, a little added warmth of the cheeks.

I noticed too, that when he had to be away from the city for a few days or a week the world lost half its charm for me and I began to wonder how I could get along without his clear wisdom and cheery, stimulating personality. Without him the day and the work of the day seemed rather gray and commonplace.

All this disturbed me, but I explained to myself that of course a girl would miss a friend, especially one who had helped her. There was nothing wrong about loyal friends.

But about three months later I was brought suddenly face to face with the most tremendous problem a woman has to settle. It was a beautiful Indian summer day early in October. I was sitting at my table drumming on it and wishing that I had some excuse to get out of doors when the telephone bell rang. It was Mrs. Linton. She and her husband were going for a walk in the woods she said; they were going to take a bag and get hickory nuts—wouldn't I please go along and hold the bag. I told her laughingly that was just the task I longed for and that I would be right down.

We barely started when we met two club women on the way to Mrs. Linton's house. They had some important committee work that must be done that afternoon, an appointment that Mrs. Linton had completely forgotten. We turned to go back with her, but she would not hear of it. She peremptorily ordered Mr. Linton and me to go for the walk and get the hickory nuts; and we went.

We were in a merry mood; the wind had a tang in it, the sunshine, the soft haze, the gold and green and crimson of the woods exhilarated us. We jested and told stories and made allegories and built fancies and drew pictures. When we reached the woods we threw sticks in trees and gathered hickory nuts and raced down paths and sang and shouted with the glee and abandon of children.

Mr. Linton, always a charming comrade, was at his best, and I responded gaily. He said many lovely personal things to me, as he always did—how fine was the colour in my cheeks, how bright the sparkle of my eyes, what a quick mind and generous heart I had, how rosy my future was, and what an inspiration I had become to my friends. He said that that afternoon with a little added meaning, a shade more individual and personal than usual.

Did I resent the compliments? No, I loved them. I am aware that many women would pretend to be shocked and insulted if a

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TO LET.

FROM 1st February, MEIRION, No. 10, Peak, furnished or unfurnished. 6 Rooms. No. 21, SHELLY STREET. No. 2 Mountain View, Peak, from 1st July.

To let or for sale, 'GLEN-SHIEL,' Barker Road, No. 124, Peak, 5 rooms from 1st March, 1913.

'CRAIG RYRIE,' No. 4, the Peak to let; fine situation; 8 rooms; tennis and croquet lawns. FOR SALE.—HARTING and ROGATE, on part of Kowloon Island Lot No. 1154.

Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 25th Feb., 1913. [211]

TO LET—"BREEZY VILLA," No. 2, Park Road. 4 Rooms. Commande splendid View of Harbour. For Rent, etc., please apply to—YAP HOK LING, No. 4, Ripon Terrace, Hongkong, 28th Mar., 1913. [264]

TO LET—A House in Knutsford Terrace. THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED, Hongkong, 27th Mar., 1913. [258]

A Hacienda Est. 74 Mount Kellet Road—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

TO LET—Houses in Austin Avenue Kowloon. Apply A. RAYMOND, c/o S. J. DAVID & Co.

TO LET.

TO LET on 2nd Floor No. 2 Pedder Street. One roomed Office. Apply Property Office, Jardine, Matheson & Co., Ltd. [185]

TO LET LARGE substantially built Godown, situated on water front, East Point. For further particulars apply Property Office, Jardine, Matheson & Co., Ltd. [380]

TO LET from 1st July. The premises, including the Silk Godown, in Canton on Shameen Lot 19 known as "THE RED HOUSE" now in the occupation of Mr. T. E. Griffith. Apply to—DAVID SASSOON & Co., Ltd.

TO LET—OCCUPATION from 1st proximo, the premises No. 6 Des Voeux Road Central, now nearing completion. Suitable for Banking and other Offices etc. Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 16th May, 1913. [477]

TO LET—AT KOWLOON NEW MODERN 3 ROOMED FLATS with Two Bathrooms, Pantry, Kitchen and Servants' Quarters. Bathrooms fitted with English Baths. Kitchen has English Cooking Range and Hot Water Boiler. Electric Light throughout. Immediate Possession. Also NEW FIVE ROOMED TERRACE HOUSES WITH TENNIS COURTS. Now ready for occupation. Apply to—HUMPHREYS, ESTATES & FINANCE Co., Ltd. Alexandra Buildings, Hongkong, 22nd May, 1913. [387]

NOTICE.

man who had no special right were to tell her that she looked pretty and sweet in a new hat or gown. There are women who really think they would be shocked or insulted. But we gain nothing by evading the truth; and I am sure that no normal woman, married or single, deep in her heart resents a genuine compliment, however personal, from a man who is sincere and clean-minded. I knew that Mr. Linton's compliments were spontaneous and genuine; he had not thought them up for the purpose of winning my liking; he had no motive at all except that he felt them and wished to express them. Of course as a matter of traditional training, I knew he was saying things to me which a married man really ought not to say to a girl, and which I ought not to listen to with pleasure. But I did; and my experience with other women convinced me that in most cases they would have done likewise.

(Continued on Page 10).

ART EXHIBITION

OF WATER COLOURS, Views of HONGKONG, SHANGHAI and JAPAN. BY E KATO,

AT MESSRS. KOMOR & KOMOR'S

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The Two Carnations By Marjorie Bowen.
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Western Men With Eastern Morals By W.N. Willis.
The Love Pirate By C. & A. M. Williamson.
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The Mystery Woman By Mrs. Campbell Praed.
The Cottage in The Chine By Haddon Hill.
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A Young Lady By Horace W. C. Newie.

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Aids Digestion—Prevents Indigestion.

O.T.

O.T. is a true digestive, and really does what liqueurs are supposed to do, namely, Aid Digestion. It is the only liqueur in the world without alcohol, and thus is most suitable for ladies and those

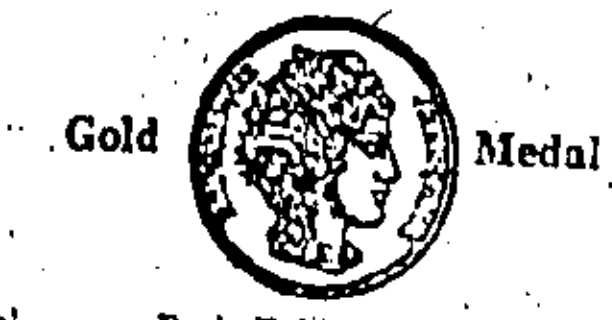
averse to spirituous drinks. As a preventive and remedy for indigestion, O.T. is favourably known to thousands of people in all countries.

A Stimulant as Satisfactory as Alcohol
A Liqueur—Stomachic—Pick-me-up.

Made from natural fruits and herbs O.T. is a pure and healthful beverage, and only favourable effects follow its use. After over-indulgence there's no better "pick-me-up." As a tonic when you feel "out-of-sorts," there's nothing better to make you fit and well again.

O.T. is a true digestive, and therefore good as a mealtime drink, as an after-dinner liqueur, and as a remedy for indigestion, flatulence and "full feeling" after meals.

As a stomachic, it has wonderful virtues for colic, dysentery, and other stomach troubles. No drink is more suitable than O.T. for both abstainers and non-abstainers; none is more healthful for young and old.



British Analytical Control Paris Exhibition, 1909 Empire Exhibition, London, 1911

The More you Drink O.T. the Better you like it!

O.T. wins favour with all who try it. Its distinctive character, its refreshing and exhilarating qualities, its satisfying body and "bite" appeal to you—its taste grows on you, and you soon realise that each glass adds to your liking and appreciation.

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Gives full body, fine flavour, stimulating, refreshing, lessens filling and flatulent effects of iced drinks.

Ale, Beer, Stout—gives fine zip, takes off heaviness and filling effect.

Water (Hot or Cold)—gives a "bite" and a delicious flavour that completely satisfies.



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DRAPER.

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HAIR DRESSING SALOON.
Largest and Best in the East.
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The Hair Wash of the Age
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BEST OF ANCIENT CHINESE
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SCOTCH WHISKY.

	Per Case.	Per Bottle.
of 12 Dozen.		
E.-WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY...	22.50	1.90
"KILTY" LIQUEUR WHISKY, Great Age, Very Fine...	38.00	3.25
THORNE'S BLACK SQUARE...	23.50	2.00
WATSON'S O.B.G. ...	23.50	2.00

Other Well-Known Brands Supplied To Order.

Our Celebrated E very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

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ALEXANDRA BUILDINGS.

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"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth, and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, SATURDAY, MAY 24, 1913.

THE GERMAN ROYAL WEDDING.

The marriage between Princess Victoria Louise and Prince Ernest Augustus of Cumberland is, we are told, a love match. This is no doubt the case, for the young Princess, if even half the stories told are true, has inherited much of her father's strength of will, and it is easy to believe that she has followed only the dictates of her heart. It is fortunate for Germany that to-day's wedding, while it is a love one, will serve important dynastic and national interests. This union of the houses of Guelph and Hohenzollern will solve the last problem that has disturbed the harmony of the German Empire.

The feud between the Cumberlands and Prussia goes back for close upon half a century. It began with the war of 1866. Hanover, at that time, sided with Austria, as did many of the smaller German states, and was defeated. George, the blind Hanoverian King, was driven from his throne, and his land was taken over by his conqueror. Duke William of Brunswick, the head of the elder branch of the Guelph family, had chosen the Prussian side in the war. But blood proved thicker than water. Sympathy between the two Guelph countries had always been strong; and after the incorporation of Hanover, feelings became very strained between Brunswick and Berlin. Matters became more complicated when, in 1884, Duke William died without issue. Under the family treaty of the Guelphs, Ernest Augustus, Duke of Cumberland, son of the King (since dead) who had been driven from the throne of Hanover, became heir to the Duchy. More, his father, on his death bed, had extracted from him an oath that the claim to the throne of Hanover should not be surrendered. That oath led to a deal of trouble. The Duke of Cumberland could not be at once the Duke of Brunswick and a federal ally of Prussia, and a claimant to the throne of Hanover, virtually in a state of war with Prussia. Prince Albrecht of Prussia was appointed Regent in his place.

Since 1884 there has been no material change until within the past twelve months. The first step towards the present reconciliation came on the tragic death of the Duke of Cumberland's eldest son, killed in a motor-car accident, a year ago. The Kaiser sent a sincere and touching letter of condolence, and Prince Ernest Augustus, the aged Duke's only surviving son, was sent to Berlin to convey his father's thanks. Negotiations of a marriage were instituted some time later, and all difficulties appear to have been overcome. That the Prince will ascend the Brunswick throne is nearly certain; at any rate, the fact that he has accepted a commission in the Prussian army and has taken the oath of allegiance to the Prussian King, seems that he is prepared to accept Prussian rule in Hanover. He, it would appear, is not bound by the same oath as his father and it is more than likely that he will not ascend the throne of Brunswick until the death of the present Duke of Cumberland sees the last of the claim on Hanover.

Dust Dumping.

We have often found it necessary to offer gentle reminders to the Sanitary Board on the subject of the depositing and removal of household refuse. Here is another. Last night, at about nine o'clock, a colossus was carrying rubbish into Wyndham street, and leaving it there—just opposite the top of Wellington Street—in some cases allowing it to remain in the bins in which it had been carried; in others, calmly heaping it in the gutter. Meanwhile ten or a dozen loafers were taking over this savoury mess in the hope, apparently, of finding odds and ends that might be marketable. Needless to say, the stench that saluted passers-by was the reverse of agreeable. One loses all patience over laxity of this sort on the part of the officials, particularly when one remembers that the rate-payers of Hongkong are contributing towards the teaching of hygiene (!) in the local schools. If the Sanitary Board is not to blame for permitting these filthy practices, who is?

Empire Day Services.

We are glad to know that the religious services held in the two Cathedrals on Empire Day last year were successfully repeated to-day. Men in the position of the Protestant and Catholic bishops of this Colony have a good deal of responsibility where the spread of patriotism is concerned, for it is proverbial that the native will listen more readily to the padre than to the lay teacher on all such subjects. Their Lordships are to be congratulated on their readiness to seize such an opportunity of impressing on the youth of the Colony the duty of loyalty to the King-Emperor, and one feels sure that their efforts will bear good fruit. The work of a chief pastor in a district like this is full of difficulties; and to-day's hearty services should not as a little sweetener to a cup which is often rendered unpalatable by disappointments and unforeseen stumbling-blocks.

Apathetic Hongkong.

Beyond the religious services, however, the Day does not appear to have been widely observed. True, in Government circles it is a General Holiday, but practically all the business houses have been in full swing this morning, as on any ordinary Saturday. None of the men-of-war in harbour are dressed for the occasion, and the only mercantile vessel decorated appears to be one of the Douglas boats lying alongside the wharf on the Praya. In contrast to this state of affairs, we notice a German steamer at the Kowloon wharf this morning fully dressed in honour of the wedding of the Kaiser's daughter. Empire Day is observed in some 6,100 schools, throughout the Empire and by over 17 millions of King George's subjects. Moreover, it has the official sanction of all the self-governing Colonies and of 27 Crown Colonies and dependencies. But Hongkong is not one of these.

A Grave-Diggers' Union?

Almost every trade has its own particular Union these days, and it need therefore surprise no one to hear that grave-diggers are on a fair way to combining for propaganda purposes. From reports of the London Borough Councils it is gathered that the men are joining up with the Corporation Workers' Trade Union and are beginning to demand more wages—a capacity in which all trade Unions seem to abide. The application is for a minimum wage of thirty shillings a week, and already Hammersmith has conceded the request. Lewisham is giving its grave-diggers an extra shilling and other boroughs are also making inquiries. Most of the London Councils own their own cemeteries, and as it is said that this is the only form of municipal activity which pays, it is only natural that the demands should be met in a conciliatory spirit. One of these days we shall wake up to find an Amalgamated Society of Grave-diggers, or something of the sort. Such an organisation should be able to dictate almost its own terms, for grave-digging is not an altogether cheerful calling, nor one which is likely to attract a surplus of workers.

DAY BY DAY.

When you are quite satisfied with yourself you'll begin to dissatisfy the rest of us.

The Mails.
English Mail.—Despatched per s.s. Delta at 12.45 p.m. to-day.

English Mail of the 26th April.—Delivered in London on May 23rd.

Siberian Mail.—Closes per s.s. Linan at 5 p.m. to-day.

American Mail.—Duo per s.s. Nile on Monday.

Australian Mail.—Closes per s.s. Empress on Monday at 11 a.m.

The s.s. Kwangtung, which arrived in port last evening, reports having passed the new O.P.R. liner Empress of Russia off Ooksau. To-day's advices show that the Empress arrived in Shanghai yesterday, doing the run up from Hongkong inside two days.

Sextons Quarters.

Tenders are being invited for the erection of an office and quarters for sextons at Kailungwan Cemetery. No work will be permitted on Sundays.

Struck Off.

It is notified that the name of the Asiatic Fire and Marine Insurance Company, Limited, has been struck off the Register.

Architect Committee.

His Excellency the Governor has been pleased to appoint the Honourable Mr. David Landale to be a member of the Authorized Architects Committee, vice Mr. Edward Osborne, resigned.

New Architect.

His Excellency the Governor-in-Council has been pleased to direct, that the name of Mr. Alexander Smead McKechnie be added to the List of Authorized Architects.

Christian Union.

The Ven. Archdeacon Barnett will speak at the meeting of the Hongkong Christian Union at St. Paul's College on Monday next at 5.30 p.m.

No Courts.

Owing to to-day being Empire Day and a General Holiday, the Magistrates did not sit at the Police Court. There were no sittings at the Supreme Court either.

50 Per Cent Dividend.

The annual report of the London and Lancashire Fire Insurance Co., Ltd., for which Messrs. Butterfield and Swire are agents for China and Japan, shows that the net premiums last year realised £2,435,702, the losses were £1,231,062 and the expenses £829,877, leaving a trading profit of £374,763. A dividend of 50 per cent. has been paid to shareholders. The financial position of the Company is very strong as the following figures show:—Capital paid up, £264,125; Reserve Funds, £2,075,000; balance carried forward, £855,595; total £3,144,720.

THE MIKADO'S ILLNESS.

Latest Bulletins.

We are indebted to the Japanese Consul General for the following bulletin relating to the health of His Majesty the Emperor of Japan, whose illness is reported in our cable columns.

Bulletin issued at 4.30 p.m. May 23.—His Majesty is progressing favourably. 8 a.m. May 23. Temperature—38.7; pulse, 87, respiration 30. At 4 p.m., temperature 39.7, pulse, 88, respiration 30. At 4 p.m., temperature 39.7, pulse 90, respiration 30. Bulletin issued at 7.30 a.m. May 24.—Temperature 37.3, pulse 76, respiration 26.

LAND SALES.

An agricultural lot of Crown land, three acres in extent, situated at Castle Peak, is to be let by auction at An Tau Police Station on the 29th inst.

On Monday, June 2nd, there is to be offered for sale at the P.W.D. Offices, Rural Building Lot 137, situated between Farm Lots 23 and 24 Pokfulam Road. It has an area of about 19,250 square feet and the upset price is \$903. On the same day an inland lot near Tai Po Railway station, about one acre in extent, is to be sold, the upset price being \$100.

At the P.W.D. Offices on June 9th, Inland Lot 2,028, Kennedy Road, is to be sold. It has an area of about 8,701 square feet and the upset price is \$1,306.

1888.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the Week Ending May 24, 1888.)

Chinese in Australia.

A telegram of May 19, 1888 to the "Telegraph" states that: "All the Australian Colonies have now decided not to allow any more Chinese to land. New Zealand for the present confines herself to proclaiming quarantine against Chinese ports."

Mortality Returns.

Returns for the week ending May 19, 1888, give 100 deaths registered in Hongkong, of which number, 6 were Europeans.

Chamber of Commerce.

May 22.—At the meeting of the members of the Hongkong General Chamber of Commerce, held this afternoon, to nominate a member of the Legislative Council in place of Mr. A. P. MacLewen, who has gone home on leave, Mr. B. Layton, of Messrs. Gibb, Livingstone and Co and Mr. J. J. Francis, Q.C. were duly proposed and seconded. The ballot resulted in favour of Mr. Layton, by twenty votes to sixteen. Mr. Layton, in returning thanks, said he knew that it was very difficult to follow so able and popular a man as Mr. MacLewen, but he intended to do his best to forward the interests of the Chambers, and he should have the kind co-operation of his colleagues.

Interesting Telegrams.

The "Telegraph" of May 23 contains a couple of telegrams which have a decided flavour of up-to-dateness about them. One announces that a German traveller was stopped at the French frontier for no valid reason, and that a German paper had published an article, prophesying that reprisals would be taken; the other states that two constituencies at Home had urged on their respective Members the desirability of thoroughly fortifying all commercial ports.

German Squadron.

May 23.—The German squadron, commanded by the corvette Bismarck, Sophie and Carola, left the harbour this morning for Singapore.

The Arratoon Apar in Collision.

May 24.—Messrs. David Sassoon received telegraphic information from their agents at Singapore yesterday to the effect that the steamer Arratoon Apar had arrived there on the previous day and would probably be detained for two months in consequence of having been in a collision. No cargo had been damaged up to the time of sending the telegram.

[The present Arratoon Apar was built in 1886, and was named after the above.]

C.M.G. Awarded.

"We have been favoured with the following telegram, received by H. E. the Governor from the Secretary of State for the Colonies:—

"London, May 23.—It gives me much pleasure to inform you that Her Majesty approves the appointment of Mr. G. M. G. Knutsford."

[Old residents will remember that Captain Thomas, R.N., was harbour master for some years, and was the immediate predecessor, in that office of Commander Murray Ramsey, R.N. who is still living.]

Mr. W. H. Treacher.

May 25.—"It is announced that Mr. W. H. Treacher, late Governor of British North Borneo, has received an appointment in the Perak Government service."

Opium Smuggling.

A "Telegraph" leaderette of May 25 says:—"The illegitimate and lucrative business of opium smuggling apparently goes on apace. Only the other day we reported that 120 tons had been seized in Hongkong, and the week before last, the amount of contraband of this nature totalled 3,500 tons, which, together with that seized during the last four months, makes the collective sum of 4,500 tons. During the last six months there have been intercepted in Hongkong, on its passage from Canton, Kowloon and other places, no less than 15,000 tons."

[Have things changed much in this respect?]

1888.

SHARE REPORT.

The quotations which follow are from the "Hongkong Telegraph" for May 25, 1888. These quotations will appear every week, and comparison of quotations then obtaining with those of to-day should prove of much interest.

Hongkong and Shanghai Bank.—150 per cent. premium, sellers.

Union Insurance Society of Canton.—\$87.1-2 per share, sellers.

China Traders' Insurance Company.—\$68 per share buyers.

North China Insurance—Tls. 285 per share, buyers.

Canton Insurance Company, Ltd.—\$74 per share, sellers.

Yangtze Insurance Association—Tls. 100 per share, sellers.

Chinese Insurance Company—\$170 per share, sellers.

Hongkong Fire Insurance Company—\$323 per share, sellers.

China Fire Insurance Company—\$72 per share, buyers.

Hongkong and Whampoa Dock Company—31 per cent. premium, buyers.

Hongkong, Canton and Macao Steamboat Company—\$204 per share, buyers.

China and Manila Steamship Company—\$62 per share, buyers.

Hongkong Gas Company—\$135 per share.

Hongkong Hotel Company—\$170 per share, buyers.

Indo-China S.N. Company—12 per cent. div., sellers.

Douglas Steamship Company—\$53 per share, buyers.

China Sugar Refining Company, Ltd.—\$143 per share, sellers.

Luxon Sugar Refining Company, Ltd.—\$51 per share, buyers.

Hongkong Ice Company—\$68 per share, sellers.

Hongkong Rope Manufacturing Company, Ltd.—\$53 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company.—68 per cent. premium, sellers.

WELLS v. CARPENTIER.

To-Morrow's Great Battle.

At the Ghent Exhibition to-morrow (Sunday) at 3 p.m. Bombardier Wells meets the French champion, Carpentier in a 20 three-minute round contest with four-ounce gloves. The two stalwarts of the modern prize-ring are at last to clash. The Bombardier is still smarting from his untimely defeat by Gunboat Smith. He has the advantage of several inches in height and reach and anything from one stone to two in weight. The guarantee is only £400 and a percentage; whereas, before his American defeat, Wells was offered £200 to meet Carpentier at Nice. Georges Carpentier is the 19 year-old wonder. He has "wiped up" our welter, middle, and light-heavy weight champions and, if he wins to-morrow's contest, he will have accomplished the most marvellous feat ever recorded in the history of pugilism, whipping all England's top-notchers from the welter lot class up. He is a scientific boxer and fortunately the Bombardier is always more at home against a boxer than he is against a reckless slogger. Carpentier is a very clever youth and has some experience of Wells' methods, having assisted as sparring partner at Southend when the latter was scheduled to meet Jack Johnson. Altogether to-morrow's contest ought to be an extremely exciting one, and we shall watch Renter's cables with great interest for the result.

ROWING.

The World's Championship.

At a meeting at the "Sportman" office in London, Ernest Barry, of England, and Harry Pearce, of Australia, were matched to row for the "Sportman" challenge cup, and £1,000.

The race will be rowed from Putney to Mortlake on Monday, July 21, 1913, at 3.30 in the afternoon. The umpire and distance judge are to be named on July 14.

Barry gained his title of world's champion in beating Arnet, and has since defeated Durran, of Canada.

EXHIBITION OF JAPANESE ART.

A Fine Show of Kato Pictures at Messrs. Komor's.

The exhibition of water colours by Mr. E. Kato, the celebrated Japanese painter, opened this morning at Messrs. Komor's gallery in Des Vaux Road; and when our representative looked in, just after opening time, there was already a fair gathering of visitors, and some of the pictures had already been marked with the red ticket. Mr. Komor remarked that these could have been sold half a dozen times over.

The gallery has been very tastefully arranged; there is no over-crowding and no need to break one's neck to get the best view of the exhibits. There is not a single picture showing that is not excellent, but some demand special mention; notably the series of sketches of Japanese life, Nos. 1 to 21. No. 22 grips the attention for its combined delicacy and realism; it is a perfectly beautiful sketch of Hongkong as seen from the top of Peel Street, Caine Road. From a "light" point of view, No. 31, "Hongkong Junk", is hard to beat, though others run it close. Often, indeed, it is difficult to say whether Mr. Kato excels the more in his light effects or in his truly wonderful suggestions of atmosphere; though, as an atmospheric painter, he is perhaps best seen in Nos. 25, 27, 28, and 51. No. 57 is a glorious view of the harbour from Conduit Road, which all will covet, as they will the gorgeous colouring of one or two of the street scenes and the rather more delicate painting of the Catholic Cathedral with the Harbour beyond.

The exhibition will remain open for ten days, but those who wish to secure the best pictures should make their visit an early one. The prices are designedly low, ranging from \$3.50 to \$25, because it is Messrs. Komor's wish to popularise Japanese art in Hongkong. Many of the pictures which we saw priced at \$22 would fetch double that amount in Japan, and more still in London or Paris.

The artist may be seen at work in the gallery and, watching him, one gets just a faint notion of how he achieves such remarkable effects of shading and light.

While speaking of Mr. Kato's paintings, it is as well to warn our readers that a number of inferior pictures are being sold as his, which are but imitations. Some of these are signed "E. Kato," others "H. Kato," and some are not signed at all. As we understand that some Hongkong people have been victimised in this manner, we think it well to put picture-buyers on their guard.

THE LICENSING BOARD.

The following list of members of the Licensing Board as constituted under Section 9 of the Liquors Consolidation Ordinance, 1911, is published in the Government Gazette for general information.

Official Members appointed by the Governor.—The Honourable Mr. Claud Severn, (Chairman); The Honourable Mr. Alexander Macdonald Thomson, (Vice-Chairman); The Honourable Mr. Arthur George Murchison Fletcher, (temporary).

Un-official Members appointed by the Governor.—Mr. Douglas William Craddock; Mr. Herbert William Bird.

Elected by the Justices of the Peace.—The Honourable Mr. Edward Ansgar Hewitt, C.M.G., Mr. Chalmers Grenville Alabaster; Mr. Augustus Shelton Hooper.

POST OFFICE VAGABIES.

Yesterday the Post Office notified that the American mail, ex Pacific Mail s.s. Company's Nile, would arrive to-day by the Empire.

To-day the Post Office advises that the Nile, "with the American mail," left Manila on the 24th inst. and may be expected here on or about Monday, the 26th inst.

EMPIRE DAY.

Services at St. John's and the Catholic Cathedrals.

To-day is Empire Day and is being observed in the Government service as a general holiday. Business in the Colony, however, proceeded much as usual, and there were few manifestations of celebrations.

ST. JOHN'S CATHEDRAL.
The annual Empire Day service was held this morning in St. John's Cathedral when the building was filled with children from the various schools in the Colony. His Excellency, the Governor, and His Excellency Major General Anderson were also present. The service, which was conducted by the Rev. A. D. Stewart, was fully choral, the music being supplied by the band of the D.C.L.I. and a choir of soldiers leading the singing. The lesson was read by the Rev. Kirk Macdonald. The Hymns sung were:—"Now thank we all our God"; "There is a green hill far away"; and "O God our help in ages past." The service concluded with the National Anthem, while as a voluntary the band played Elgar's "Land of Hope and Glory."

Bishop Lander's Address.
The Bishop of Victoria in his sermon addressed himself especially to those who were British born, or at least British subjects, and proceeded to tell them a story which he had read himself. A long time ago there were some very great men, handsome and brave, and some good women, and God gave these people a tract of land; it did not matter where. It was filled with very long grass and in it were lions, tigers and big serpents and all kinds of big beasts and reptiles. And so these brave men and good women had to work very hard, in order to make their land inhabitable. They did so. They cleared the grass of lions and tigers and after a time made it into a beautiful country. Then they looked round and saw that the people in the neighbouring countries were cruel, and made their children slaves, and the brave men and good women fought these people and delivered the slaves and made them very happy. Then they improved the land put roads across it, built railways, lighted it with electric light, built beautiful cities and beautiful churches; they educated the people and made them very happy.

There came a time when the brave men and good women got very old and it became the time for them to die. Before they died they thanked God for giving them a beautiful life to live and they charged their children not to live for themselves but to do good to the whole world. The children did their best but were not so great as their parents. And the time came when they, too, had to die and they charged their children to be brave and take charge of the land. But the children said:—"We don't like work; we like pleasure. And the men spent their time shouting at football matches, smoking cigarettes, going to picture shows and the like. They did not mind very much what became of the land so long as they could lie abed in the mornings. What happened? The lions and tigers came back again and killed many of the people who were not strong enough to fight them and the slaves were taken back again and, worst of all, there came a time when the people all round said:—"What is the good of letting these lazy good-for-nothing people live in the land, we will take it from them. They fought them, took away the land, and said:—"You would not work for yourselves but shall work for others. They put chains about their necks and made them slaves, and made them work and work and work; and that was what became of their land. That was a story he had read, but it was not true yet, and Empire Day was to prevent it being true. Their parents were brave and good people to whom God gave a beautiful Empire, who liberated slaves and taught people so much good. But if they were like the children in his story that was what would happen to them and what would happen to the British Empire.

Empire Day was to teach them to thank God for their land and that they had a duty to Him to serve Him. They thanked God

for the great Queen Victoria and for the brave men and good women who had sacrificed themselves. The preacher then went on to show that their motto should be "I serve." That was the motto of the highest subject of the King. The only people who would be able to maintain the British Empire were those who were willing to obey. It was not what they wanted to do that they should do, but what they were told; and in conclusion he asked the children to say after him:—"I will thank God; I will serve God and I will obey God."

SERVICE AT THE CATHOLIC CATHEDRAL.
There was an overflowing congregation at the Cathedral of the Immaculate Conception when the children's Mass was sung by the Rev. Fr. de Maria, assisted by the Cathedral clergy and seminarists. The high altar and sanctuary were prettily decorated with ferns, palms and flowers. The number of children present was over 1,500 and they were placed as follows: Before the communion rail on the Gospel side, the Army Schools, the Portuguese boys being on the Epistle side; in the north part of the nave, the girls of the Italian and French Convents, St. Mary's school and the Mosque Junction School; in the south, five hundred Chinese boys from St. Joseph's College; while one transept was devoted to the Chinese girls from their convent schools at Shaokwan, Yauwai and Hunghom, and the other to the pupils of the St. Lewis Industrial School.

The choral parts of the Mass were well rendered by the choir of St. Joseph's. At the close of the service the National Anthem was sung by the entire congregation.

Among the adults present were Mr. T. K. Dealy, head master of Queen's College and Mr. Martin, Mrs. Bird, head mistress of the Army School, Mr. Cordeiro of the Portuguese School, and Mrs. Lamb of the High School.

After the first gospel, the Bishop, addressing the children, said:—

"I am happy, and feel thankful to God, to think that there are congregated to-day in this our Catholic Cathedral, children representing so many different races in the world, nearly all of whom are instructed in our schools which had their beginning in the first years of the reign of a British Sovereign whose glorious memory we keep green with each returning year on 'Victoria Day.' We read in the Holy Gospel that Jesus, our Saviour, had a most tender love for children. He welcomed them so gently and blessed them so fondly! And He insisted that they should always have free access to Him. Hence it was always and everywhere recognised as a Christian feeling and belief that children deserve peculiar respect and sympathy, and that great is their merit before their Divine Friend."

The celebration of this day, in which you take such a leading part, is really an echo of the general Christian feeling and belief I have mentioned to you just now. There is great rejoicing to-day in all parts of the civilized world; this is a memorable day for all those who breathe that air of security, liberty and progress which is to be found nowhere so pure and wholesome as under the glorious British flag, within the British Empire, the greatest the world ever saw or is likely to see at any future time.

The Earl of Meath, who works so untiringly to keep the happy idea always before the people throughout the length and breadth of the British Empire, only the other day reminded us, in the columns of the newspapers published in Hongkong, that the day should be kept up by all children, whatever their race and creed. I see in front of me children of purely British parentage, and I see also children of other nationalities, who none the less observe this day with the spirit that is taught in the watchwords of the Movement:—"Responsibility, Duty, Sympathy, Self-Sacrifice."

To understand the true meaning of this celebration, I will ask you children who are spoken to at home in the English language, to fancy that your parents say to you:—

"Our fathers have built this great Empire, with the permission of God. It was extended to its present wonderful

size, by a noble and admirable Queen—Victoria the Good—who stood a living example of all domestic and social virtues. It was honoured by her worthy son, Edward the Seventh, the Peace-Maker. It is now wisely ruled by the grandson of Victoria, His Most Gracious Majesty, George the Fifth, our beloved King-Emperor. We are proud of it; we thank God for it; and we contribute towards its maintenance, with the help of God, by our spontaneous and healthy allegiance to the Sovereign whom God has invested with supreme authority over us. When you are grown up, it will be your good fortune and your sacred duty to do all that may lie in your power towards the continuation and development of the great name and prosperity of the British Empire."

You ought to thank God for the choice blessings He has bestowed on the noble English nation and on all the peoples who are enjoying peace and comfort under the British rule; you ought to thank Him to continue His blessing on your flag and His mercy on your brother-citizens throughout this Empire. And what you do this day in the presence of the public, do not forget to do every day when you kneel down for your morning and night prayers.

Try and fit your lives, during your school-going days, for a worthy and useful life hereafter. Be men already, by lofty thoughts, sound and generous aims, and a spotless life. Avoid whatever is untrue, unbecoming or mean. Be fair in all your dealings with your companions, and respect each other in all the details of your everyday life.

This I esteem to be the best Charter for a British subject of your age. You are willing to remember always this Charter, are you not? If you remember it and keep it conscientiously, you will deserve, in the days to come, to be numbered among the best, most loyal and most useful subjects of our Most Gracious King-Emperor, whom together with Her Majesty the Queen-Empress and the whole Royal family may God the Almighty, the Giver of everything good, bless and preserve and make happy and prosperous for the welfare of the British Empire. Amen.

School Loyalty.
Before the Empire Day Mass, this morning, the boys of St. Joseph's College, in presence of the Rev. Bro. Christian (Director) and staff, were formed up in the playground to salute the British flag. The Union Jack was run up to the top of the school flagstaff, and the whole school, in double file, marched past at the salute.

Yesterday His Excellency the Governor, through Mr. E. A. Irving, Director of Education, sent to each of the schools of the Colony a handsome photographic reproduction of a portrait of the King-Emperor, with a request to the several head-masters and mistresses that it should be placed in a conspicuous position in the school, and that the significance of its being there should be explained to the pupils.

MILITARY PATENTEES.

New Inventions by Hongkong Service Men.

Provisional protection, pending the grant of Letters Patent, has been granted to two Hongkong military men by His Excellency the Governor-in-Council for inventions which they have originated.

Lieutenant George Ferdinand Hay Faithfull, 126th Baluchistan Infantry, Victoria, Hongkong, has been granted provisional protection for a period of nine months from the 10th May, 1913, for an invention for obviating the necessity for the use of a clockwork at the same time ensuring that the contents of a bottle or jar have not been tampered with.

Staff Sergeant Alfred Golds, Royal Engineers, Victoria, Hongkong, has been granted provisional protection for a period of nine months from the 10th May, 1913, for an invention for improved hinged hook for casement stays, casement and cabin hooks of iron, steel or brass, either round or rectangular in section.

Notices

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PEDDER STREET TREES.

An Alternative Suggestion.

We note that a correspondent in the "Daily Press" supports our suggestion, made on Thursday last, that the space between the trees and the sidewalk in Pedder Street should be utilised as a car and ricksha stand. As an alternative scheme we suggest that the chairs could be placed in the space in question and the rickshas accommodated in the middle of the street. This, it seems to us, would meet the whole difficulty and would cause the "ricksha problem" to be solved at once. It is not at all times available for traffic and also retaining the much needed shade and preserving the trees.

DALLAS COMEDY COMPANY.

A Return Visit to Hongkong.

The Dallas Comedy Company is returning to Hongkong and is to open at the Victoria Theatre on Wednesday, the 28th, with Sir George Alexander's great St. James' Lane play "The Thief." This piece, which followed on Friday and Saturday with plays from the Haymarket Theatre called "A Touch of Truth" and "Lydia and the Pa son." These are all plays new to Hongkong.

Concerning "The Thief" a Shanghai paper says:—

It was a most sympathetic and cordial welcome that greeted Mr. Henry Dallas and his talented combination at the Lyceum Theatre on Saturday night when "The Thief"—from the French of Henri Berns in by Cosmo Gordon Lang, on the St. James Theatre, London—was presented and the artists and all reciprocated the compliment by giving a performance remarkable for all round excellence.

Longly criticism is unnecessary but it can be most emphatically asserted that in the latest acquisition to his repertoire Mr. Dallas has a trump card which should prove a well-magnet anywhere. From beginning to end it is a succession of surprises. It was always the unexpected that happened but never the least possibilities were never once outraged by the big "situations" which never failed in their dramatic intensity, were led up to in a fashion that could have been conceived only a master of stagecraft. Though Mr. Henry Dallas, who, by the way, had a tremendous reception, and Miss May Hallett, the injured husband and ex-wife respectively, dominated the production, it was not by any means a two-part piece for the other characters were all clearly cut and afforded the balance of the artists a chance to also distinguish themselves.

By the way, Hongkong theatre-goers, all of whom know the genial and energetic Mr. Young, will be interested to learn that he and Mr. Dallas have joined forces and are to bring out a company of their own to the East next year. Under their joint management the new enterprise should prove a big success. When Mr. Young resigned recently Mr. Bandmann gave him a bumper benefit in Shanghai, and no man deserved it more. Hongkong residents, who have much for which to thank both Mr. Young and Mr. Dallas, will wish the new venture every success.

To-day's Advertisements

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN
Taking Cargo at through rates to Tawau, Lahad Duta, Labuan, Jolo, Menado and Jesselton.

THE Steamship
"BORNEO."

Captain F. Semblil, (Leaving Monday, 27th inst.) will leave on TUESDAY, the 27th inst., at NOON.
For further particulars, apply to NORDDEUTSCHER LLOYD, MELOCHERS & CO., General Agents, Hongkong, 23rd May, 1913. F 391

TO LET.

TO LET.—UNFURNISHED, from JULY 1913: "Myrtle Bank," 51 The Peak, Mt. Kellett, 2 Reception Rooms, 3 Bed-rooms, Drying Room and usual offices; monthly rent \$175 exclusive of Taxes; Gas and water laid on. Apply to COMMISSIONER, Kowloon Customs, York Buildings, Chater Road.

G. R.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 2nd day of June, 1913, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at May Road, in the Colony of Hongkong, for a term of 75 years, commencing from 21st February, 1912, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Area in Acres	Locality	Boundaries				Annual Rent	Upset Price
			N.	S.	E.	W.		
1	1.0	May Road	10	10	10	10	10	10

G. R.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 26th day of May, 1913, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Shaokwan Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Area in Acres	Locality	Boundaries				Annual Rent	Upset Price
			N.	S.	E.	W.		
1	1.0	Shaokwan Road	10	10	10	10	10	10

DAIRY FARM NEWS.

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IT IS PRONOUNCED BY ALL WHO HAVE TRIED IT TO BE ABSOLUTELY THE BEST IN THE COLONY

Frove It For Yourself.

WE HAVE TRIED IT AND CAN RECOMMEND IT. SLICED BY A PATENT SLICING MACHINE IN RASHERS OF ANY THICKNESS, EXACTLY AS WANTED.

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Go to business keen and cool in Loose-Fitting

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These zephyr weight Coat Cut Undervests and Knee Length Drawers fit easily and perfectly. Every stitch is stout enough to withstand any reasonable strain. Truly, the best value in underwear.



VEST AND DRAWERS \$1.25 and \$2.50 each.
SLEEPING SUITS \$3.00 and \$4.75 suit.

IMITATED BY MANY

A DISTINCTIVE BOTTLE



A DISTINGUISHED WHISKY

EQUALLED BY NONE.

PRICE PER CASE, 1 DOZ. QUARTS, DUTY-PAID \$21.00

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"EMPEROR LINE."

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"E. of India" ...	June 7	"Allan Line" ...	July 4
"Monteagle" ...	June 21	"E. of Ireland" ...	July 25
"E. of Japan" ...	July 2	"Allan Line" ...	August 1

All steamers leave Hongkong at 12 Noon.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Pedder Street and Praya (Opposite Blake Pier.)

HAMBURG-AMERIKA LINE.

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EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES.
via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.
And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Leaving Cargo at Throughrates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

For	Ship	Date	For	Ship	Date
For S. S. S. S. S.	For S. S. S. S. S.	For S. S. S. S. S.	For S. S. S. S. S.	For S. S. S. S. S.	For S. S. S. S. S.

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S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

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HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
SATURDAY, 24th MAY.
10.00 p.m. "HEUNGSHAN." 5.00 p.m. "KINSHAN."
SUNDAY, 25th MAY.

10.00 p.m. "FATSHAN." 4.00 p.m. "HONAM."
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton Company's Steamers—Day Steamers Call No. 776. Night Steamers Call No. 775.

HONGKONG-MACAO LINE.
S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO
SUNDAY, 25th May.

The Company's Steamship, "SUI AN"

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 p.m.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of
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CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted through-out by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

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PROTECTED SAILING FROM HONGKONG—
SUBJECT TO ALTERATION

Destination Steamers Sailing Date.

MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said ...
KAMO MARU, Capt. Kawara T. 16,000 { WEDNESDAY, 4th June, at daylight.
AKI MARU, Capt. Kon T. 12,500 { WEDNESDAY, 18th June, at daylight.

VICTORIA, B.C., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimizu and Yokohama ...
STAMBA MARU, Capt. J. Teranaka T. 12,500 { TUESDAY, 3rd June, at 4 p.m.
SABA MARU, Capt. R. Shimizu T. 12,500 { TUESDAY, 17th June, at 4 p.m.

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane ...
NIKKO MARU, Capt. Yagi T. 9,600 { WEDNESDAY 4th June, at noon.
KUMANO MARU, Capt. Winckler T. 9,600 { WEDNESDAY, 2nd June, at noon.

CALCUTTA via Singapore and Colombo ...
KIRIN MARU, Capt. Deguchi T. 6,000 { SATURDAY, 31st May.
SHINYO MARU, Capt. Ohkuma T. 12,500 { MONDAY, 26th May.

KOBE & YOKOHAMA ...
KAGA MARU, Capt. Tabusa T. 12,500 { THURSDAY, 5th June, at 11 a.m.
YAWATA MARU, Capt. Sekine T. 7,000 { WEDNESDAY, 4th June, at noon.

SHANGHAI, MOJI & KOBE ...
RANGOON MARU, Capt. Kamashita T. 12,000 { WEDNESDAY, 4th June.
YOKOHAMA ...

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.
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SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

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1st class ...	\$135	\$122	\$108	\$95
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For Steamers To Sail.

SHANGHAI ... "LINAN" ... To-day, at m'night.

SWATOW, WHAIWEL, CHEFOO & TIENSIN) "HUICHOW" ... 25th May, at d'light.

MANILA, CEBU & ILOILO. "TAMING" ... 28th May, at 4 p.m.

HAIPHONG ... "KAIFONG" ... 29th May, at 9 a.m.

SHANGHAI ... "ANHUI" ... 29th May, at 4 p.m.

SHANGHAI ... "CHENAN" ... 31st May, at m'night.

AUSTRALIAN ORIENTAL LINE.
MANILA, Zamboanga & Australian ports ... "CHANGSHA" ... 16th June, at noon.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

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saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kaifong" is situated on deck, aft. Electric Fans fitted.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chihua.)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

This steamer land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passages apply to

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COMPAGNIE MARITIME INDO-CHINOISE

For Haiphong Direct.

S.S. "SIKIANG,"

CAPT. PANNIER,

Will leave Hongkong for Haiphong

ON THURSDAY, 29th MAY.

For Freight and passage apply to P. THOMAS.

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Steamship T. Captains. For Sailing date.

RUBI ... 4000 J. Miller { Manila Mangarin, TUESDAY

ZAFIRO ... 4000 F. S. McMurray { Manila Mangarin, FRIDAY

AMERICAN ASIATIC STEAMSHIP COMPANY.

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Hongkong, 17th May 1913.

JAVA=CHINA-JAPAN LIJN.

Regular Fortnightly Service between

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Steamship From Expected on or about For Will leave on or about

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LOG BOOK.

Shipbuilding and Marine Engines.

Engines on very much the same lines as those of the Aquitania are being fitted on board the new Allan liners Albatross and Calgarian, says the "Times" of April 30. The former is being completed by Messrs. William Beardmore and Co., Dalmuir, and the latter by the Fairfield Shipbuilding and Engineering Company, Govan. In these vessels, however, the shaft horse-power and the speed are much lower, so that the installations do not represent so large a step in advance as does that of the Aquitania. The same may be said of the Empress of Asia, which the Fairfield Company have almost completed for the Canadian Pacific Railway Company, and which has machinery similar to that of the Allan liners.

As regards vessels with twin-screw reciprocating engines, Scott's Company, of Greenock, are building three large intermediate Cunard liners—two for the Canadian service and one for the Mediterranean trade; Messrs. Caird and Co., of Greenock, are constructing several P. and O. liners; Messrs. Barclay, Curle, and Co., of Whiteinch, a number of British India boats; and the Fairfield Company an intermediate Union-Castle liner. Messrs. William Denny and Brothers, of Dumbarton, have just completed a large Spanish liner having three-screw, reciprocating machinery, at Messrs. Harland and Wolff's Govan yard several large vessels are under construction for Burmeister and Wain Diesel oil engines; the Fairfield Company are manufacturing Nurnberg-Diesels for an oil-tank vessel; and Scott's Company are constructing F.I.A.T. oil engines for the British submarine which they are building. The Canadian bark vessel Fordonian, built at Port Glasgow last year, and fitted by her builders, the Clyde Shipbuilding and Engineering Company, with Carls-Diesel engines, left last week for the St. Lawrence.

More about the Aquitania.

There are some special features about the turbines for the new Cunard Aquitania which are of interest to engineers. Previously in Parsons marine turbines, however many cylinders, there have been only two in series from a thermal point of view, the expansion being divided into high and low pressure stages. In the new liner there will be three stages—high, intermediate, and low pressure—although the last will be divided between two cylinders in parallel, so that there will be four ahead turbines on each propeller shaft. The thermal advantage of this arrangement is not so great for a turbine as for reciprocating engine, but it somewhat reduces the seriousness of a breakdown in one of the turbines. Another innovation is the provision of astern turbines on all four shafts, there being two high and two low pressure, thus giving greater manoeuvring power and a quicker stoppage of the ship in the event of danger ahead. Superheated steam is not to be used, for which many engineers will be sorry, although it would certainly be better to try it on small marine turbines first.

German Shipbuilding.

Figures published in Berlin regarding shipbuilding in Germany show that during 1912 there were laid down for German purpose in private yards 41 warships with a total gross register tonnage of 165,420 tons, 1,010 merchant vessels of 1,224,979 tons, and 113 river vessels of 14,089 tons. Of these 21 war vessels of 51,100 tons, 659 merchant vessels of 383,000 tons, and 71 river vessels of 8,500 tons were completed. There were being built on foreign account four war vessels of a total of 11,112 tons, 170 merchant vessels of 61,489 tons, and 83 river vessels of 5,642 tons. Of these vessels there were completed two war vessels of 962 tons, 124 merchant ships of 31,238 tons, and 50 river vessels of 5,148 tons. During the same period there were being built in foreign yards for German account 203 merchant vessels of 85,970 tons, and 13 river vessels of 1,661 tons; of the former 150 of 71,689 tons, and of the latter 11 of 1,801 tons, were completed.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer Tons Captain Date of Sailing

S.S. "Chiyo Maru" ... 22,000 ... W. W. Greene ... May 27

S.S. "Nippon Maru" ... 11,000 ... A. G. Stevens ... June 17

S.S. "Tenyo Maru" ... 22,000 ... E. Bent ... June 21

S.S. "Shinyo Maru" ... 22,000 ... W. C. T. Filmer ... July 12

The S.S. Chiyo Maru will be despatched for San Francisco via Keelung, Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu on Tuesday the 27th May at noon.

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and post office.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers Tons Date of Sailing

Hongkong Maru ... 11,000 ... Wednesday June 4, Noon.

Kiyo Maru ... 17,200 ... Tuesday, August 5, Noon 1913

Buyo Maru ... 17,200 ... Saturday, October 4.

For Further Particulars as to Passage and Freight, apply to

Shipping

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For Steamship On

SHANGHAI TINGSANG Sunday, 25th May, at daylight.

SHANGHAI via Swatow, CHOYSANG Sunday, 25th May, at daylight.

MANILA YUENSANG Saturday, 31st May, at 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

For Freight or Passage,

Apply to **JARDINE, MATHESON & CO., LTD.**
General Managers.
Telephone No. 215.

THE ROYAL MAIL STEAM
PACKET COMPANYPROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamers. Date of Sailing.

LONDON & ANTWERP FLINTSHIRE About 20th July.

" " " " MONMOUTHSHIRE 1st August.

New Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA, VANCOUVER, SEATTLE HARPAUGUS 29th June.

VICOVER, SEATTLE, TACOMA & PLAND VESTALIA 17th July.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.
AGENTS.
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BRITISH INDIA S. N.
CO., LTD.NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.
EASTWARD.

The S.S. "ITOLA," 5257 tons gross, Capt. W. W. Tucker, will be despatched for YOKOHAMA, KOBE & MOJI on the 12th June at daylight, taking cargo and passengers at current rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD.
AGENTS.
Telephone No. 215.
Hongkong, 22nd May, 1913.

THE TAIKOO DOCKYARD
& ENGINEERING CO. OF
HONGKONG, Ltd.
TAIKOO DOCKYARD,
HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,
FORGEWRIGHTS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL, ELECTRICAL & MECHANICAL
ENGINEERS.WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

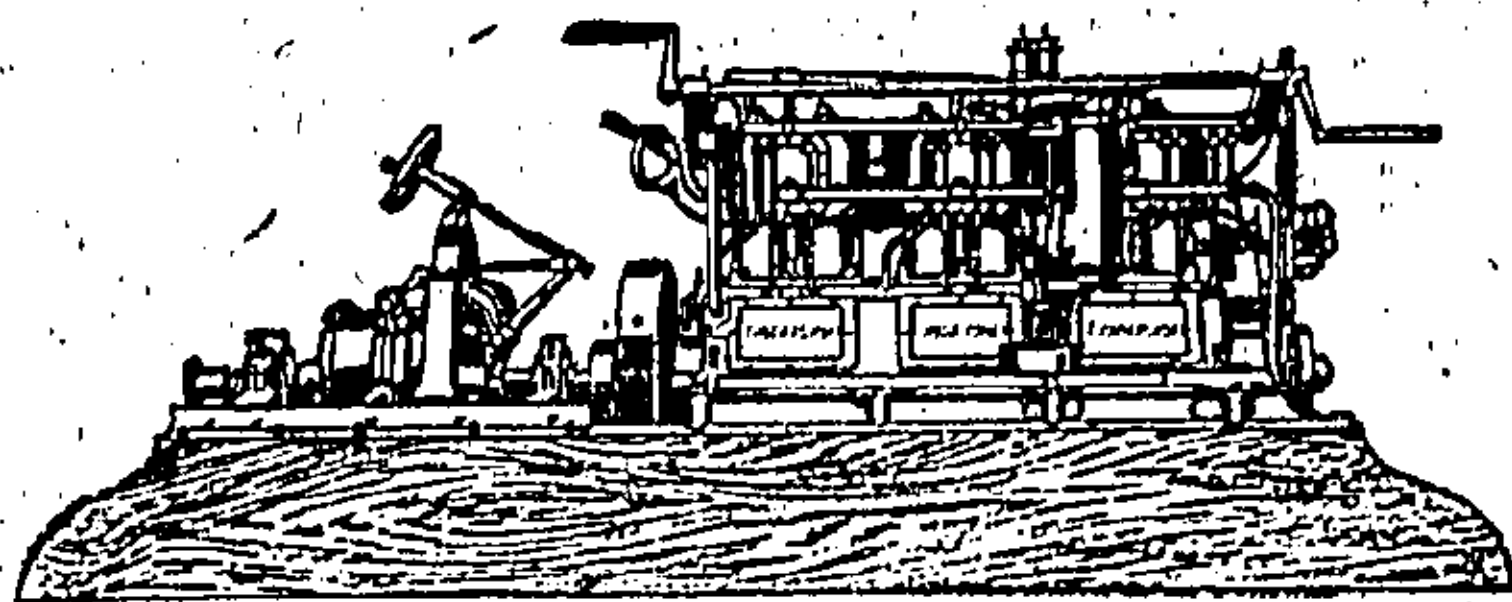
AGENTS for:

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to

150 H.P.

As supplied to the British Admiralty & War Office.



C.S. type Motor and Reverse Gear.
B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR
VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of
11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK"

TELEPHONE No. 212.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Finshire	J. M. & Co.	20 July
do do	Monmouthshire	J. M. & Co.	1 August
London via Usual Ports of Call	Delta	P. & O. Co.	24 May
London & Antwerp via Singapore, &c.	Palawan	P. & O. Co.	28 May, about
Havre and Hamburg, &c.	Arabia	H. A. L.	25 May
Havre, Hamburg & Bremen	Segovia	H. A. L.	17 June
Marseilles &c.	Magellan	M. M. Co.	3 June
do do	Paul Lecat	M. M. Co.	17 June
do do	Armand Behic	M. M. Co.	1 July
do do	Atlantique	M. M. Co.	15 July
do do	Ernest Simons	M. M. Co.	29 July
Marseilles & Hamburg, &c.	Sanbia	H. A. L.	12 June
Marseilles, London and Antwerp	Glenuriet	S. T. & Co.	5 June, about
Marseilles, Havre and Hamburg	Furst Bulow	H. A. L.	28 June
Rotterdam, Hamburg & Antwerp	Brasilia	H. A. L.	2 July
Marseilles, Rotterdam and Hamburg	Almark	H. A. L.	14 July
Havre & Hamburg	G. Idelfels	H. A. L.	18 July
Marseilles, London and Antwerp	Kamo Maru	N. Y. K.	14 June
do do	Aki Maru	N. Y. K.	18 June
Rotterdam and Hamburg	Alesia	H. A. L.	11 June
Trieste via Singapore, Penang, Colombo, &c.	Africa	S. W. & Co.	13 June
Trieste, Fiume, Venice via Singapore, &c.	Persia	S. W. & Co.	2 June, about
Naples, Genoa, Algiers, Gibraltar, S'ton, Manila	Prinz Ludwig	N. Y. K.	28 May
New York, San Francisco and Canada.	Bank Line	Bank Line	6 June
do do	Hongkong Maru	T. K. K.	4 June
do do	Kyo Maru	T. K. K.	5 August
New York	Chiyu Maru	T. K. K.	27 May
New York via Ports and Suez Canal	City of Baroda	S. T. & Co.	29 May, about
San Francisco, etc.	Nippon Maru	T. K. K.	17 June
do do	Tenyo Maru	T. K. K.	24 June
San Francisco via Japan	Nile	P. M. Co.	3 July
Victoria, Vancouver, B.C., Seattle	Harpagus	J. M. & Co.	29 June, about
Vancouver via Japan	E. of India	C. P. R. Co.	7 June
Vancouver via Shanghai, Japan, &c.	Monteagle	C. P. R. Co.	21 June
Portland, Tacoma and Seattle	Vestalia	J. M. & Co.	17 July
Vancouver, Portland, &c.	O. F. Laeisz	H. A. L.	20 June

Australia.

Australian Ports via Manila	Guthrie	B. & S.	24 May
do do	Empire	G. L. & Co.	26 May
do do	St. Albans	G. L. & Co.	21 June
do do	Nikko Maru	N. Y. K.	4 June
do do	Changsha	B. & S.	16 June
do do	Aldenhurst	G. L. & Co.	8 June
do do	Eastern	G. L. & Co.	10 July

Singapore, Coast Ports and Japan.

Singapore and Calcutta	Namving	J. M. & Co.	24 May
Bombay via Singapore & Colombo	Shinyo Maru	N. Y. K.	26 May
Kudat and Sandakan	B. neo	M. & Co.	27 May
Batavia, Cheribon, Samarang, &c.	Tjitaran	J. O. J. L.	Quick despatch
do do	Tjim	J. O. J. L.	Quick despatch
do do	Tjiluwang	J. O. J. L.	Quick despatch
do do	Tjimanoeek	J. O. J. L.	Quick despatch
do do	Armand Behic	M. M. Co.	1 June
do do	Atlantique	M. M. Co.	15 June
do do	Ernest Simons	M. M. Co.	29 June
do do	Amazona	M. M. Co.	13 July
do do	Australia	M. M. Co.	27 July
Kobe	Ceylon Maru	N. Y. K.	26 May
Kobe and Moji	Dilwara	D. S. & Co.	5 June
Kobe & Yokohama	Prinz Waldemar	M. & Co.	27 May, about
Nagasaki, Kobe & Yokohama	Yawata Maru	N. Y. K.	4 June
Moji, Kobe and Yokohama	Indo Maru	O. S. K.	22 June
Yokohama, Kobe & Moji	Futaba	J. M. & Co.	25 May
do do	Itola	J. M. & Co.	12 June
Yokohama and Kobe via Shanghai	Gisel	S. W. & Co.	31 May, about
Anping and Takao via Swatow and Amoy	Sosho Maru	O. S. K.	28 May
Tamsui via Swatow and Amoy	Daijia Maru	O. S. K.	25 May
Weihaiwei and Tientsin	Huichow	B. & S.	25 May
Hongay	Szechuen	B. & S.	26 May
Manila, &c.	Taming	B. & S.	28 May
Haiphong	Kaifong	B. & S.	28 May
Swatow	Haimun	D. L. & Co.	28 May
Swatow, Amoy and Foochow	Haitan	D. L. & Co.	27 May
do do	Haiyang	D. L. & Co.	30 May
Manila	Loongsang	J. M. & Co.	24 May
do do	Yuensang	J. M. & Co.	31 May
Manila, Mangarin, Iloilo and Cebu	Rubi	S. T. & Co.	27 May
do do	Zafro	S. T. & Co.	6 June
Shanghai, Kobe and Moji	Thongwa	D. S. & Co.	30 April
Shanghai, Kobe & Yokohama	Birkenfels	Do.	24 May
Shanghai, Kobe and Moji	Rangoon Maru	N. Y. K.	14 June
Shanghai and Japan	Saxonia	J. M. & Co.	24 May
do do	Preussen	J. M. & Co.	30 June
do do	Sunda	P. & O. Co.	30 May
do do	Furst Bulow	H. A. L.	25 May
do do	Birkenfels	H. A. L.	28 May
do do	Goldenfels	H. A. L.	13 June
do do	O. Ferd Laeisz	H. A. L.	10 June
do do	Silesia	H. A. L.	20 July
do do	Belgravia	H. A. L.	30 July
Shanghai, Moji, Kobe & Yokohama	Kaga Maru	N. Y. K.	5 June
Shanghai, Yokohama, Kobe and Moji	Sunda	P. & O. Co.	30 May, about
Shanghai, Tsingtau, Kobe and Yokohama	Canton	A. N. & Co.	7 June, about
do do	Tjilatjap	J. O. J. L.	Quick despatch
do do	Tjibodas	J. O. J. L.	Quick despatch
do do	Tjikini	J. O. J. L.	Quick despatch
do do	Scharnhorst	M. & Co.	28 May, about
Shanghai	Africa	S. W. & Co.	29 May
do do	Assaye	P. & O. Co.	28 May, about
do do	Aobui	B. & S.	29 May

MOVEMENTS OF
STEAMERS.VESSELS ADVISED TO
DEPART TO-MORROW.

For.	Vessels.
Swatow, Swatow, Shanghai, Hongay, Seattle, Australia, Macao,	Haimun, Daijin Maru, Assaye, Szechuen, Minnesota, Empire, Sui Tai.

VESSELS ADVISED TO
ARRIVE TO-MORROW.

From.	Vessels.
Singapore, Singapore, Manila, Tsingtau,	Gregory Apar, Assaye, Rubi, Arabia.

AMERICAN MAIL.

The P. M. s.s. Mongolia left San Francisco for Hongkong via the usual ports of call on the 3rd inst.

The P. M. s.s. Korea arrived in San Francisco on the 18th inst.

The P. M. s.s. Nile left Yokohama for Hongkong via the usual Japan ports and Manila on the 15th inst. Her mail has been transferred to the Eastern Australian Steamship Co.'s s.s. Empress, scheduled to arrive at this port on the 24th inst.

The T. K. K. s.s. Chiyu Maru leaves Hongkong for San Francisco via Keelung and usual ports of call on the 27th inst.

The T. K. K. s.s. Nippon Maru left Honolulu for Yokohama on the 16th inst., where she is due on the 27th inst., and is expected to arrive here on the 6th prox.

The T. K. K. s.s. Tenyo Maru leaves Honolulu for Yokohama on the 23rd inst., where she is due on the 3rd prox.

The T. K. K. s.s. Shinyo Maru left Honolulu for San Francisco on the 20th inst., and is due there on the 26th inst.

CANADIAN MAIL.

The C. P. R. s.s. Empress of Russia, arrived at Shanghai on the 23rd inst., at 12.30 p.m., is due to arrive at Nagasaki on the 25th inst., at 5 p.m.

The C. P. R. s.s. Empress of India arrived at Kobe on the 22nd inst., 6 p.m., is due to arrive at Shanghai on the 26th inst., at 8 a.m.

AUSTRALIAN MAIL.

The I. G. M. s.s. Prinz Walde-mar left Sydney on the 3rd inst., and may be expected here on the 27th inst.

The E. & A. s.s. St. Albans left Sydney on the 7th inst., and may be expected to arrive here on the 30th inst.

GERMAN MAIL.

The I. G. M. s.s. Scharnhorst carrying the German Mails with dates from Berlin of the 30th ult., left Colombo on the 18th inst., and may be expected here on the 29th inst.

MERCHANT STEAMERS.

The I. C. S. N. s.s. Chunsang from Calcutta is due at Hongkong on the 29th inst.

The I. C. S. N. s.s. Hangsang from Shanghai is due at Hongkong on the 27th inst.

The I. C. S. N. s.s. Fausang from Calcutta is due at Hongkong on the 5th prox.

The S. L. s.s. Monmouthshire from London is due at Hongkong on the 17th prox.

The S. L. s.s. Harpagus from Portland is due at Hongkong on the 12th prox.

The I. L. s.s. Indraghiri from New York is due at Hongkong about the 20th prox.

The B. I. s.s. Itola from Rangoon is due at Hongkong on the 9th prox.

Russian Volunteer Fleet.

The STEAMERS of the RUSSIAN VOLUNTEER FLEET calling at Hongkong once a month both ways, Homeward and Outward, will accept Cargo and Passengers for the Ports they have to call at, on the way, according to the schedule viz:

HOMEWARD BOUND STEAMERS for Singapore, Penang, Colombo, Djibouti, Moddeh, Jeddah, Suez, Port Said, Beyrout, Constantinople, Batum, Odessa.

N.B.—The steamers calling at the ports printed in black letters, may be cancelled, if no cargo or passengers offered there.

OUTWARD BOUND STEAMERS for Nagasaki and Vladivostok.

The Agency of the Russian Volunteer Fleet at Hongkong will also accept Cargo and issue through Bills-of-Lading for all Black and Azov Seas Ports, with transshipment at Odessa, and for Hakodate, and all Ports of Tartarian Strait and Kamohatka with transshipment at Vladivostok.

Cargo for all European Ports not mentioned in the steamer's schedule will not be accepted by this Agency.

The s.s. "MOGILEFF" 6200 T. Commander Kekouatoff is expected to arrive in Hongkong about the 4th day of June 1913 HOMEWARDS.

The s.s. "EKATERINOSLAV" 6581 T. Commander Tideman, is expected to arrive in Hongkong about the 17th day of June 1913 HOMEWARDS.

The s.s. "SIMFEROPOL" Outward Bound, is expected to arrive in Hongkong about the 28th day of June 1913.

For Freight, Passage and further particulars

Capt. D. A. LUKHMANOFF,

Agent.

Hotel Mansions, 3rd Floor,

Rooms Nos 12A & 14.

Telephone No. 1224. Hongkong, 2nd May, 1913.

BOLINDERS CRUDE-
OIL MOTORS.

THE MOST SUCCESSFUL MOTOR.

"The Marine Motors are direct Reversible."

ULDERUP & SCHLUTER.

HONGKONG,

21, CONNAUGHT ROAD CENTRAL.

HOTEL LISTS.

Hongkong Hotel.
Atkins, F. Innes, Capt. R.
Aurely, G. Judah, Mrs. A.
Barberini, E. T. N. E.
Bate, E. R. Johnson, P.
Besumont, E. A. Kadoorie, Ellis
Hector, Mr. and Kauffmann, C.
Mrs. Kruseman, A.
Bellios, Mrs. E. Kendall, Profes-
sor, L.
Bona, G. A. Lambert, Mrs.
Baynon, Capt. W. H.
C. R. Lloyd, G. T.
Braxton, W. W. Lobb, Dr. E. L.
Breaker, F. W. M.
Brown, R. Lofte, Mr. and
Brown, Mr. and Mrs. A. C.
Mrs. J. Macdonald, Mr.
Brown, Mr. and Mrs. and
Mrs. A. child & nurse
Brown, Miss Macdonald, D.
Brown, Master MacIntyre, Mr.
Brown, E. A. and Mrs. Neil
Brown, Dr. J. M. Macle, B.
Cambridge, A. J. Martin, G.
Chaplin, J. K. Matheson, Miss
Claxton, A. A. M.
Concave, A. M. Matheson, Mrs.
Cronson, Mr. R. T.
& Mrs. E. R. Mayor, Miss
S. Von McKean, Dr. G.
Cowen, Mrs. W. W.
F. McKenny, Dr.
Crocker, Miss O. W. & Mrs.
Davis, S. McWilliams, C.
Davis, C. H. F.
Dean, Mrs. J. E. Mehta, B. K.
Dorteano, Mr. & Mereski, J.
Mrs. & 2 child- Mulder, J. D. F.
ren. O'Leary, Miss
Dewar, J. G.
Donnenberg, S. Ormiston, J.
Donnenberg, J. Pincock, A. J.
H. Piper, Miss
Douglas, Mrs. R. Potter, Lt. and
H. Mrs. W. O.
Dowley, W. A. Ray, E. H.
Dowling, W. Reay, Miss F.
Eastman, Mrs. Ricketts, Mr. &
O. S. Mrs. W. R.
Ehrenfels, Mr. & Robertson, W.
Mrs. H. C. C.
Ehrhardt, Capt. W.
Farrell, E. H. Robinson, W. V.
Farrell, U. A. Rohrmann, A.
Finlayson, Mrs. C.
Sibley, J. C.
Fisher, H. G. Singer, E. T.
Ford, H. J. Smith, Mr. and
Ford, J. E. Mrs. E. E.
Fuller, Denman Sorby, V.
Fuller, Mrs. H. Still, A. W.
Gambrell, Capt. C. P. R.
Geare, Mrs. K. Sutherland, P. D.
Georgi, U. Spiro, S.
Gordon, A. G. Square, Miss.
Gould, A. V. Tapp, J. E.
Gould, Mr. J. Wardrop, J. N.
Gourgey, I. Webb, Mr. and
Grisogono, P. O. Mrs. B.
Von. Wechel, D. H.
Gunn, Mrs. Weidner, W. E.
Hamilton, B. Weill, Mr. and
Hanna, Dr. J. G. Mrs.
Harbord, W. T. White, F. W.
Hendry, Mrs. S. White, H. P.
E. White, D.
Hendry, Miss P. Wright, James.
A. Withington.
Hewett, Hon. Mr. Mr. & Mrs. J.
E. A. C. M. G. W.
Houston, J. Wood, G. G.
Huesey, Miss H. Yeaddell, S. P.
E. Zublin, W.

Grand Hotel.
Almberg, K. Mayr, Mr. and
Bogge, D. Mrs.
Bonetta, Miss V. Merlin, L.
Bouchesky, Mr. Meyer, N.
& Mrs. Miller, F.
Bradmam, S. Moller
Brill, Dr. Moonan, J.
Crew, Mr. and Mulvey, E. C.
Mrs. Parrshall, J.
Grant, G. Rohlig, Mr.
Frenck, O. Mrs. & Miss
Fridley, G. Schmidt
Haden, F. Soon Kim
Karkatzky, Mrs. Stephano, Miss
& Miss Thomas, Mr. &
Key, Dr. Mrs. A.
Kuhl Watkins, G.
Lorria Weismann, O.
Lencir, Miss F. Willis, E.
J.

MEE CHEUNG.

ART PHOTOGRAPHER
HONGKONG.
TELEPHONE NO. 1013.

Developing, Printing & Enlarging
Hongkong, 1st May, 1913.

Notice

REMOVAL
SALE.

Prior To Removal On
June 1 To New Premises
In Alexandra Buildings
(Komer & Komer's)

THE
AMERICAN
CORSET
STORE

Is Now Selling Goods

At Greatly

REDUCED PRICES

CHILDREN'S CLOTHING AND
UNDERWEAR, HANDMADE
LACES, BLOUSES, &
MANILA HATS.

GENUINE BARGAINS

IN

IRISH CROCHET.

16 Des Voeux Road.

Consignees

FROM EUROPE.

THE H. A. L. Steamship

"SAXONIA"
Capt. C. Neumann, having arrived, Con-
signees of Cargo are hereby informed that
their goods are being landed and placed
at their risk in the hazardous and/or
extra-hazardous Godowns of the Hong-
kong & Kowloon Wharf & Godown
Company, Limited, whence delivery
may be obtained against Bills of Lading
countersigned by the Undersigned.
Optional Cargo will be carried on un-
less notice to the contrary be given to-
day.

All Claims must be presented within
ten days of the steamer's arrival here,
after which date they cannot be re-
cognized.

No claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after the
25th inst. will be subject to rent.

All broken, chafed, and damaged
goods must be left in the Godowns,
where they will be examined on the 24th
inst. at 9.30 a.m.

No Fire Insurance will be effected
by us in any case whatever.

This steamer brings on cargo:—
Ex. S.S. "Frans" from Abus
"Margaux" from Bordeaux
"Germania" from Goteborg

HAMBURG-AMERIKA LINE.
Hongkong Office.
Hongkong, 19th May, 1913. [384]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From ANIWERP, MIDDLESBRO
LONDON AND STRAITS.

S.S. "BENLARIQ"
CONSIGNEES of Cargo are hereby
informed that all goods are being
landed at their risk into the hazardous
and/or extra-hazardous Godowns of the
Hongkong & Kowloon Wharf and
Godown Co., Ltd., whence and/or from
the wharves delivery may be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
29th inst. will be subject to rent.

All Claims against the Steamer must
be presented to the Undersigned on or
before the 5th prox., or they will not
be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
29th inst. at 11 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by

GIBB, LIVINGSTON & CO.
Agents.
Hongkong, 22nd May, 1913. [387]

INDO-CHINA STEAM NAVI-
GATION CO., LTD.

From CALCUTTA, PENANG
AND SINGAPORE.

THE Company's Steamship

"KUMSANG"
having arrived from the above ports,
consignees of cargo are hereby informed
that their goods will be delivered from
alongside.

Cargo impeding the discharge or re-
maining on board after 4 p.m. the 20th
inst., will be landed at Consignee's
risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned
by

JARDINE, MATHESON
& CO., LTD.
General Managers.
Hongkong, 19th May, 1913. [341]

AFRIDOL Soap

For all kinds of
skin diseases
Eruptions, Bad
complexion
Swelling and
inflammation

Prickly Heat
the best preventive or cure is
Bayer's
Afridol Soap

BAYER

Notices

DIESEL MOTORS
A SPECIALITY

The Diesel Motor Co. Ltd. of Stockholm, supplies

Stationary Diesel "POLAR" Motors from 25 to 1000 B.H.P.
for Electric Power & Lighting Stations, Workshops, Pumps
Mills, etc.

Direct Reversible Marine "POLAR" Motors from 60 to 2000
B.H.P., both high-speed and slow-speed types

Cheap Quality Oil Fuels Used
1st Class References & Testimonials.

Pices & Particulars: Also Complete Estimates from
ARTHUR NILSSON & CO.,
General Agents for China.

HILL BERGDAHL & CO.
SOLE Manufacturers of AQUA HILLA!

BEST purveyors of Zuedone, Ginger Beer, all Aerated Waters,
and Cordi-Is.

4, CROSS LANE.
Telephone 718, For Price Lists and Order Books.

Consignees

FROM EUROPE.

THE H. A. L. Steamship

"FUR T BULO"
Captain Jager, having arrived, Con-
signees of Cargo are hereby informed
that their goods are being landed and
placed at their risk in the hazardous
and/or extra-hazardous Godowns of the
Hongkong & Kowloon Wharf & Godown
Company, Limited, whence
delivery may be obtained against Bills
of Lading countersigned by the Under-
signed.

Optional Cargo will be carried on
unless notice to the contrary be given
to-day.

All claims must be presented within 10
days of the steamer's arrival here, after
which date they cannot be recognized.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
28th inst. will be subject to rent.

All broken, chafed, and damaged
Goods must be left in the Godowns,
where they will be examined on the 28th
inst. at 9.30 a.m.

No Fire Insurance will be effected by
us in any case whatever.

This steamer brings on Cargo:—
Ex. S.S. "Kong Bing" from Christiania
"Albana" from Goteborg
"Michel" from La Pallice

HAMBURG-AMERIKA LINE.
Hongkong Office.
Hongkong, 22nd May, 1913. [383]

THE Steamship

"GLEN LINE (McGREGOR;
GOW & CO.) LTD.
FOR MARSEILLES, LONDON &
ANTWERP.

THE Steamship

"GLEN LINE"
Capt. R. Wetzel, will be de-
parted for the above ports on 5th June, 1913.

For Freight or Pass. go, apply to
SHEWAN TOMES & CO.
Agents.
Hongkong, 22nd April, 1913. [327]

GLEN LINE (McGREGOR;
GOW & CO.) LTD.
FOR MARSEILLES, LONDON &
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ANTWERP.

THE Steamship

"GLEN LINE"
Capt. R. Wetzel, will be de-
parted for the above ports on 5th June, 1913.

Notices

PEAK TRAMWAYS CO.
LIMITED.
NINE TAB. R.

WEEK DAY.

7.00 a.m. to 8.00 a.m. Every 15 m.

8.00 a.m. to 10.00 a.m. " 10 m.

10.00 a.m. to 11.00 a.m. " 15 m.

11.30 a.m. to 12.45 p.m. " 15 m.

12.45 p.m. to 1.15 p.m. " 10 m.

1.15 p.m. to 1.45 p.m. " 15 m.

1.45 p.m. to 2.15 p.m. " 10 m.

2.15 p.m. to 5.00 p.m. " 15 m.

5.00 p.m. to 8.10 p.m. " 10 m.

NIGHT CARS.

8.51 p.m. and 9 p.m. 4.30 a.m. to
11.01 p.m. every half hour.

11.00 p.m. to 11.45 p.m.
every quarter of an hour.

SUNDAYS

8.00 a.m. to 10.30 a.m. every 15 m.

10.30 a.m. to 11.00 a.m. " 10 m.

11.45 a.m. to 12.00 noon " 15 m.

12.00 noon to 1.00 p.m. " 10 m.

1.00 p.m. to 5.00 p.m. " 15 m.

5.00 p.m. to 8.00 p.m. " 10 m.

8.00 p.m. to 7.00 p.m. " 15 m.

7.00 p.m. to 8.10 p.m. " 10 m.

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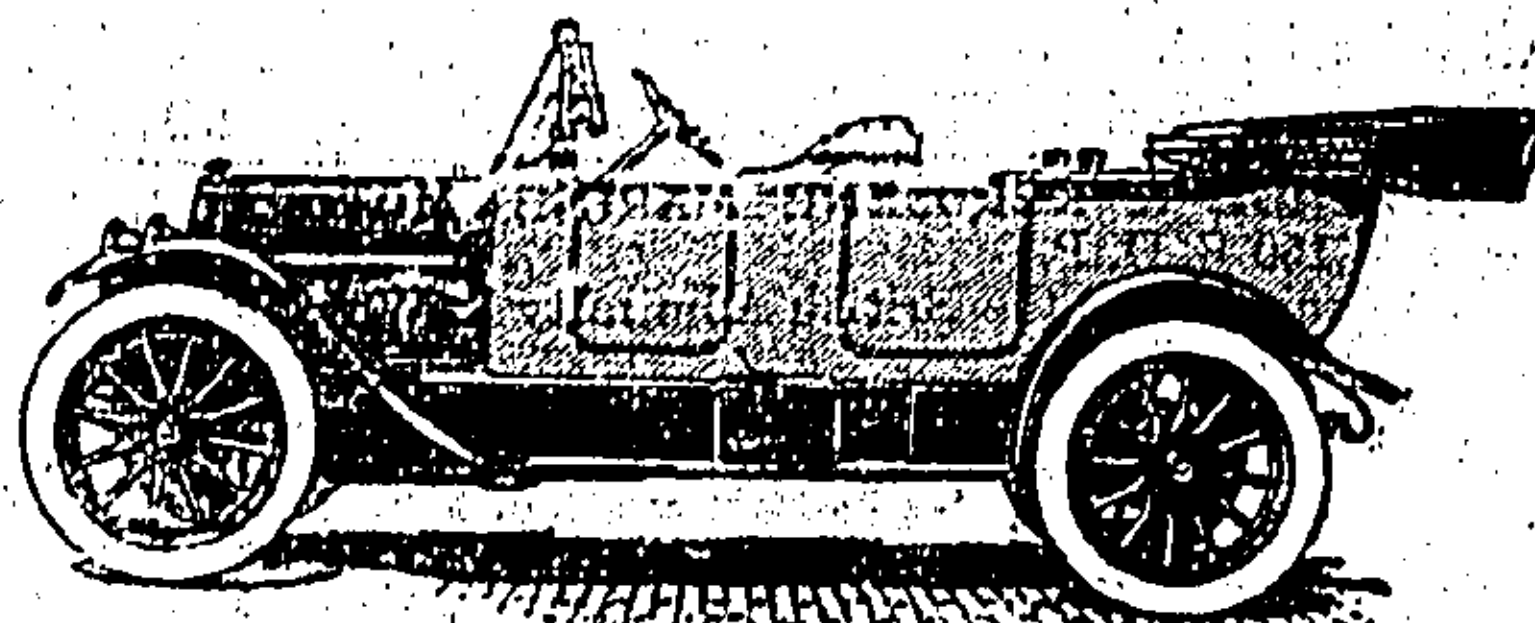
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